

THE FARMER'S ADVOCATE
AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN
THE DOMINION.

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for its business world. Of these, there are several classes. The tramways, bus companies, jobmasters, and owners of light delivery wagons, are large purchasers of Canadian and American horses. Horses for their use must be 15½ to 16 hands high, weigh from 1,200 to 1,350 pounds, be compactly built, with plenty of bone and muscle, and good action, and average from five to seven years old. They should measure from 76 to 78 inches in girth, and from 8½ to 9½ inches around the leg just below the knee. Such horses will sell from \$170 to \$185, and even as high as \$200 for animals of extra quality. Large bus horses for suburban work, five to eight years old, 16 hands high, weighing 1,600 to 1,700 pounds, with a girth of 88 inches, bring from \$185 to \$225, and even higher, while carriage horses, 90 inches at girth, and 9½ inches around the leg just below the knee, with good knee action and well-bred, will, if well matched, bring from \$750 to \$1,500 for the pair. For heavy drafts, the demand is always brisk, and Clydesdale and Shire horses are reported most in demand. Solid, stocky, 16½-hand, 1,750-pound horses, free from blemish, five to seven years old, with 10 to 10½ inches of bone below the knee, and 98 to 100 inches girth, bring from \$250 to \$375 each.

The foregoing has especial reference to London market, but it applies in a general way to the demand in all the large cities of the United Kingdom and other European countries. The trade does not require either an impossible or an ideal horse suited to all purposes, but it does demand good horses of every kind, thoroughly prepared for their special work. A good horse in Canada is a good horse in Europe, provided he fills a distinct want in the business of the country. In Europe, horses pull carts, cabs, omnibuses, coaches, trams, plows, drays, etc., and carry men on their backs. Thus they need horses of all breeds, for no one breed can possibly fill several requirements satisfactorily. With regard to the importance of ex-

porting only horses of good quality, it may be pointed out that competition is keenest in the low-grade sorts, and it costs about \$30 to \$40 per head to transport a poor animal, while a better one costs no more to ship.

The American report we have already referred to points out the character of horses desired by each of the countries mentioned below, as indicated by the classes taken by them during recent years:

Great Britain.....	90 per cent. draft.
".....	7 " coachers.
".....	3 " carriage horses.
Germany.....	95 " draft, 1,500+ pounds.
".....	5 " high-class carriage,
".....	running and trot-
".....	ting horses.
France.....	85 " cabbers.
".....	7½ " draft.
".....	7½ " trotters.
Belgium.....	75 " draft, 1,600+ pounds.
".....	23 " street-car horses.
".....	2 " trotters or roadsters.

From the outlook now before us it is evident that those who have suitable brood mares and do not utilize them in the breeding stud are neglecting a means of helping themselves unto a better financial footing.

STOCK.

Exportation of U. S. Live Cattle.

[Written for the FARMER'S ADVOCATE by A. C. Halliwell, editor of the *Driver's Journal*.]

The number of live cattle and fresh beef quarters exported from the United States in 1898 was as follows, with comparisons:

	Live Cattle.	Beef Quarters.
1898.....	376,891	1,236,809
1897.....	439,496	1,309,800
1896.....	468,395	1,163,689

Fully 98 per cent. of the live cattle, and almost 100 per cent. of the fresh beef, was sent to Britain. The decrease in the number of cattle sent abroad on the hoof last year was quite heavy, as the above figures show, while the amount of beef quarters sent equalled an increase of about 9,000 cattle. Though prices paid for live cattle in England lately have been high enough to yield a good profit to exporters, they have not been able to buy the cattle with any freedom, and the advance on the other side was largely due to the fact that there were but few American cattle there to enjoy it. Owing at present to the

SCARCITY OF GOOD EXPORTABLE CATTLE,

the prospects for the shipment of live cattle in 1899 are not very bright. Present indications point to no increase over last year's reduced shipments.

COST OF SHIPPING CATTLE.

The following figures may be taken as the average cost, at British ports, as terminal charges at the place of debarkation for live cattle from the United States: Dock dues, use of slaughter house, etc., \$1.20 per head; subsistence per day, 24 cents; commission of salesmen on each animal, 96 cents; driving (feeding, attending, etc.), 24 cents. The shipper who gets out with British terminal charges of \$3.75 per head upon his cattle considers himself fortunate. Add to the above charges freight, \$11, and \$1.50 for feed and attendance of each animal on the voyage, and \$1.00 for insurance, and the total expense for each animal shipped is \$17.85. This represents very nearly accurately the expense of getting a beef animal from the American port into the hands of the British buyer.

The freight from Chicago to the seaboard is about \$4 per head; feed and care on cars, about \$1; commission charge for buying, about 50c. per head. This makes a total of \$23.35 per head from Chicago stock pens to Liverpool abattoirs.

WHY THE TRADE WILL CONTINUE.

The chief reason why the exportation of live cattle will continue is that a certain proportion of butchers have customers who want to know that the cattle were slaughtered and inspected on the hoof where they are consumed. While it is generally admitted that beef ripens in transit as well as if held in stationary coolers, it does not maintain its color so well after once being exposed to the air. There is an undoubted advantage to the producer in having the trade in cattle upon the hoof continued, simply because it makes one more class of competition. There is many a plain fat steer that makes as good beef as the better appearing animal, but the live-stock export trade must take account of good appearances. An animal that, like a singed cat, may be better than it looks, does not command the attention that is given to one that is pleasing in appearance.

MONEY IN BOTH LINES.

The fact that the heaviest shippers of dressed beef are also the heaviest shippers of live cattle ought to be sufficient evidence that there is good reason for the existence of the live cattle export trade.

Boston exports of cattle and beef in 1898 included the following:

	Cattle.	Beef Quarters.
Swift & Co.....	49,582	292,467
Morris & Co.....	18,811	71,490
P. D. Armour.....	1,913	40,687

An Experience in Shipping Fat Cattle.

A live question with a good many cattle feeders at this season of the year is as to whether they shall sell their cattle in the stable to those who are in the export trade or take them to the British market themselves. A good many Western Ontario men who fatten one or two carloads each season pursue the latter plan. Space is first engaged from a Montreal live-stock commission merchant, after which the cattle owner is notified when to start to catch a certain boat. A couple of men go with the cattle, but, beyond feeding and watering on shipboard, have practically nothing to do with the handling or disposal of the animals, which are taken in charge by a commission firm, say in Liverpool, and sold. In order to afford our readers an idea of the various items of outlay that will be deducted from the gross amount for which the carcasses sell, we give below the Montreal and Liverpool statements relating to a bunch of 18 head shipped last June from a Western Ontario point:

18 CATTLE—S. S. SCOTSMAN.	
Montreal, June 4th, 1898.	
To Can. Pac. Ry., freight.....	\$ 67 38
" " Stock Yards Feed.....	2 33
" W. Raffey, loading—7c.....	1 26
" Wharfage, charges—13c.....	2 34
" John Storen, ropes, nails, etc.....	1 84
" Insurance \$75=\$13.50 @ 1%.....	13 50
" Hay, 4,050 lbs. @ \$9.....	18 23
" Straw, 200 lbs. @ \$8.....	80
" Meal, 1,300 lbs. @ \$20.....	13 00
" Check to balance account.....	670 28
By C. P. R. rebate.....	\$ 6 96
" Draft, £162.....	783 90
	\$790 86 \$790 86

LIVERPOOL STATEMENT.
June 25th, 1898.

SALE.		EXPENSES.	
Beeves. Buyer.	Lbs.	£	S. D.
1 Lachlan	767 @ 3/04	14	11
2 Capwell	1,271 @ 3/2	25	3
1½ Bowler	1,103 @ 3/2	21	16
1 Bowler	241 @ 3/6	5	5
1 Howe	849 @ 3/	15	18
2 James	1,655 @ 3/	31	
1 Berry	122 @ 2/2	1	13
2 Pollard	1,800 @ 2/11	32	16
2 James	1,566 @ 2/11	28	10
6 Ja t	1,633 @ 3/	36	17
18 Fat	914 @ 2/18	8	7 2
18 Offals	15/1	13	11 6
16 Hides	20/	16	
2 Hides	16/	1	12
		£302	19 8
		£302	19 8

It appears that an advance was made upon these cattle at Montreal, and £5 cash was drawn at Liverpool by the person taking them over, the balance being remitted by draft to Canada. The cattle were sold, dressed meat, at auction, to different parties, bringing a gross return of nearly \$81.50 each, while the total charges appear to have been about \$21.60 each, leaving a net return to the owner of about \$60 per head.

Black Teeth in Pigs.

To the Editor FARMER'S ADVOCATE:

SIR,—I have often seen it authoritatively stated, in the ADVOCATE and elsewhere, that there is no such thing as black teeth in young pigs. I may as well be told that the sun does not shine, for I have had pigs die having black teeth; others have been in a very unthrifty condition, going back every day, also with black teeth, and as soon as the teeth were removed they would immediately improve. It has been my practice for some time past to remove the teeth which are liable to become black (that is, eight teeth—four upper and four lower), and I am decidedly of opinion that if it became the general custom to remove them when about two weeks old there would not be so many unthrifty, miserable-looking pigs to be seen.

If your correspondent from York Co. will provide his pigs with sunshine, exercise, and dry bedding, he will probably see an improvement. While the first article may be hard to obtain sometimes, there need be no difficulty about the second, as if the weather is stormy they can be chased around the pen a few times daily, as I have often done with evident benefit.

W. EVENS.
Simcoe Co., Ont.
[NOTE.—The FARMER'S ADVOCATE has authoritatively stated, that that little pigs never get black teeth, but that black teeth is not itself a disease. We know perfectly well that young pigs do frequently have black teeth, but they are generally admitted by authorities to indicate faulty digestion, and they therefore go along with an unthrifty condition. It is true also that black teeth sometimes cut the tongues of the youngsters, but they are not necessarily black in order to do harm in this regard. Mr. Evens has made two or three points that are worth noting. Teeth that cut the mouth, whether they be wolf teeth in the young horse or black teeth in the little pig, should be removed as soon as it is evident that they are doing damage.—EDITOR.]

The Canadian Horse Show to be held in Toronto, April 14th, 15th and 16th, promises to be of greater interest to farmers and stock breeders than it has been in recent years. Greater prominence is being given to the breeding classes, and more liberal prizes in the classes being offered, while the saddle and harness classes are also being well provided for. The admission fee has been reduced to 25 cents, which will be a popular arrangement. There will also be reduced railway fares, and it is expected that Lord Minto will open the show.